

**PORT OF PORTLAND****DAILY DIARY**PAGE 1 OF 2PROJECT Terminal 2 / Terminal 5 Maintenance DredgingCONTRACT NO. 52449/01D015CONTRACTOR Hickey Marine Enterprises, Inc.SUPERINTENDENT Greg SpeyerDAY OF WEEK & DATE: Tuesday, December 18, 2001REPORT NO. 010WEATHER Mostly to Partly Cloudy with RainTEMPERATURE 37 - 46**NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:****Hickey Marine** - Foreman, Operator, Tugboat Pilot, Pile Buck**MAJOR EQUIPMENT ON JOB (Size/capacity and hours):****Hickey Marine** - Sea Vulture Crane Barge, 7 Bin Dump Scow, Tugboat, Skiff**CHRONOLOGICAL ACCOUNT OF DAY'S WORK**

12:30 pm Per telecon with Greg (Hickey), he requested notification when the barge would be empty. He indicated that he would like to pick up the barge at 5:00 pm. Per telecon with Al (Port Navigation), he anticipated a 5:30 pm finish. I notified Greg (Hickey).

1:00 pm Per telecon with John (Port CCM), I provided a project update.

1:15 pm Per telecon with Jeff (Port Navigation), I confirmed that the pumping should be completed by 5:30 pm.

3:00 pm Per telecon with Al (Port Navigation), he anticipated a 5:30 pm finish. I notified Greg (Hickey). Greg indicated that he would arrange for a 5:00 pm tugboat. I informed Greg that the pumping might not be 100% completed. I notified Al that it was acceptable to release the barge to Hickey at 5:00 pm even if pumping was not completed.

Per telecon to Randy (Columbia Grain), he informed me that the barge slip would be open Wednesday night and Thursday day. Per telecon to Greg, he indicated that he needed 2 shifts in the barge slip to complete the work. He requested dredging Thursday night. I notified Randy (Columbia Grain).

5:00 pm Per telecon to John (Port CCM), I provided a project update.

5:15 pm Per telecon to Sebastian (Port Marine Development Manager), I provided a project update.

5:45 pm Per telecon with Maury (Port Navigation), I indicated that dredging would start around 6:00 pm tonight and would require a sample by at least 10:00 pm.

6:15 pm Hickey was on site preparing for the dredging operation.

6:30 pm Dredging started with the screen over Bin Nos. 3 and 4.

6:45 pm Per telecon to Andy (Hickey), he informed me that the soil to water ratio and material volume per bucket were the highest for the entire dredging operation. He anticipated that dredging would be completed by 2:00 am tonight. Andy inquired if the quantity of dredging shown inside the fender system was based on cut up to the fender system. I inquired via voice message to Walt (Port Engineer).

7:00 pm I observed that there appeared to be a slack tide. The turbidity appeared to be isolated around the dredge bucket.

7:15 pm Per telecon to Maury (Port Navigation), I informed him that dredging began at 6:30 pm. I indicated that he should sample at 8:30 and 12:30 pm, based on less than a 10 hour work period.

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7:45 pm Per telecon to John (Port CCM), we discussed the dredging schedule at Terminal 2 and Terminal 5.

8:30 pm I observed the Port Navigation crew sampling from the Port boat approximately 200 feet downstream.

Hickey continued dredging. The screen was placed over Bin Nos. 5 and 6. Bin Nos. 3 and 4 were filled with dredge material.

9:00 pm Per telecon with Andy (Hickey), dredging was proceeding very well and he expected to complete the dredging by 12:30 pm tonight.

9:45 pm Hickey continued dredging. I observed that Bin Nos. 5 and 6 were nearly filled with dredge material and water.

10:10 pm Per telecon with Maury (Port Navigation), the turbidity sampling results were as follows:

<u>Sampler</u>	<u>Time</u>	<u>Upstream</u>	<u>Top</u>	<u>Mid</u>	<u>Bottom</u>	<u>AVG</u>	<u>Downstream</u>	<u>Top</u>	<u>Mid</u>	<u>Bottom</u>	<u>AVG</u>	<u>Visual</u>
Maury	1630		31.7	31.2	31.1	31.3		36.8	35.0	34.3	35.4	None

Note: Maury also sampled near the bottom at the mouth of the Columbia Slough. The turbidity testing result was 31.8.

10:30 pm Per telecon with Andy (Hickey), he indicated that the dredging would be completed no later than 12:30 pm tonight. I notified Maury (Port Navigation), that there would be no more need for samples.

12:00 am Per telecon with Andy (Hickey), he informed me that the dump scow was full and dredging had ceased. The barge draft at Bin No. 1 and No. 7 was at 13 feet and 14 feet respectively. I reminded Andy that the dump scow pulleys should be placed on the river side of the Port crane barge at the pumping facility.

TESTS PERFORMED: _____

PHONE LOG: _____

SITE PHOTOS/VIDEOS TAKEN: _____

FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED: _____

INSPECTOR

Frank Schmidt

HRS

DATE

(signature on hardcopy)– _____